Se tt. II 27--104,5 8--4-11-49.

P.W (195) Department.

Mis SERIES.

G.O. NO. 4575

4575

Dated 9. 11. 1951

[Despatch Abstract.]

PORTS. Mangalore formation of Port Trust. Papers. Rec'd.

C. 8

INDIAN POSTS AND TELEGRAPHS DEPARTMENT.

Received here at ____ H. ____ M. No.

SECRETARY TO GOVERNMENT 90994 23 OCT 1951 PUBLIC WORKS DEPT

MADRAS AUGT 51

Seq P.W
Does this portend avail-
the approval of the
national Harbour Board

0 MANGALORE 22 31 HONOURABLE

BHAKTAVATSALAM MINISTER MADRAS

22 W

= UNDERSTAND NATIONAL HARBOUR BOARD MEETING NOVEMBER SECOND PRAY YOU WILL URGE FORMATION OF PORT TRUST FOR MANGALORE AAA MATTER PENDING SINCE LONG TIME = KANARA CHAMBER

The sequence of entries at the beginning of this telegram is—class of telegram, time handed in, serial number (in the case of foreign Telegrams only), office of origin, date, service instructions (if any), and number of words.

This form must accompany any inquiry respecting this telegram.

Sri Vidhya Press, Madras-12.—10,000 Bks.—'51.

From the Port Officer, Mangalore,
To the Principal Port Officer, Madras,
No.3252/51-1, dated 24-10-51.

92547

Sub:- Mangalore Port - Formation of a Port Trust - Resolution of Port Conservancy Board dated 23-10-51. - Forwarding of.

I am submitting herewith a copy of resolution No.XIV of the meeting of the Port Conservancy Board, Mangalore held on 23-10-51 for favour of information and such action as is deemed fit in the matter.

Copy of Resolution No.XIV of the Port Conservancy Board, Mangalore dated 23-10-1951.

Other Business:-

"Resolved to request the member representing Madras on the National Harbour Board to urge the claim of Mangalore for the formation of a Port Trust for Mangalore in the ensuing meeting at Bombay".

Endt.No.3673 G2/51-1

Copy submitted to the Secretary to Government, Public Works Department, Madras.

Madras, 26-10-51.

Principal Port Officer.

P.26.

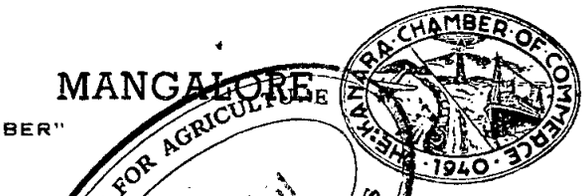
THE KANARA CHAMBER OF COMMERCE

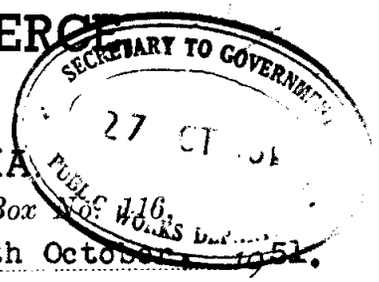
MANGALORE SOUTH INDIA

TELEGRAMS: "CHAMBER"
TELEPHONE: 128

P. O. Box No. 116.

Date 24th October 1951.





HM (P.W.)
May be considered.
Secy.(W)
Workman 26/10
the Minister Hm (Agri)
26/10-27/10

The Hon'ble Sri A.B.Shetty,
Minister for Agriculture,
Government of Madras,
Fort St.George,
MADRAS.

Sir,

Sub: Meeting of the National Harbour Board at Bombay on 2.11.51- Consideration of the question of formation of a Port Trust for Mangalore.

***

The question of forming a Port Trust for Mangalore has been awaiting the decision of the National Harbour Board, a meeting of which, we understand, will be held at Bombay on 2.11.51 after a long interval. It is at this meeting that this question is expected to be considered and a decision taken.

The Hon'ble Minister for Public Works, Government of Madras, is the member of the National Harbour Board representin this State. A copy of our representation submitted to him this day, on the subject is enclosed herewith for your kind reference.

It is the earnest desire of the Chamber that you will take up this matter on hand for such action as you ~~you~~ deem it necessary in order that we may have the proposal accepted by the National Harbour Board at the ensuing meeting itself.

We thank you immensely for all that you have done to assist us in our ~~as~~ endeavours for the development of trade and commerce of our district.

Yours sincerely,
For THE KANARA CHAMBER OF COMMERCE.

Hon. Secretary.
24/10

THE KANARA CHAMBER OF COMMERCE,

P. O. BOX NO. 116, MANGALORE-1 (S. INDIA)

TELEGRAMS: "CHAMBER"
TELEPHONE: 128

Date 24th October, 1951.

To

The Hon'ble Sri M.Bhaktavatsalam B.A.,B.L.,
Minister for Public Works,
Government of Madras,
Fort St.George,
MADRAS.

Sir,

Sub: Formation of a Port Trust for Mangalore Port.

***

We beg to submit that this Chamber had been since four years pressing upon the Government to establish a Port Trust for the Port of Mangalore. The proposition was accepted by the Government of Madras and it was understood that orders had been passed to take steps for the formation of the Port Trust.

Meanwhile a National Harbour Board was inaugurated by the Central Government and the development of Minor Ports also came under this Board, so that the Government of Madras suspended its action for the formation of the Port Trust as it considered that this matter could now be handled by the National Harbour Board.

In the month of February, 1951, Mr. S.Nanjundiah, Special Officer appointed by the Government of India for the survey of Minor Ports, visited Mangalore Port as also other Minor Ports, to consider how the Minor Ports could be developed. The necessity of forming a Port Trust here was represented to him and he has carried with him our view points on this subject and we were assured that this matter will be dealt with in the next meeting of the National Harbour Board.

Now that the National Harbour Board is meeting on the 2nd of November next, we hasten to represent this long

standing urgency of this requirement of our Port. The trading community of Mangalore has fully understood the implications of the formation of the Port Trust, both from the economical aspect as well as from the view point of development and have come to the fully considered view that the Port Trust is an absolute necessity if Mangalore has to retain its importance as a trading centre and contribute to the industry, agriculture and the trade of its surrounding areas.

We wish to impress that this request of ours is a long standing one and is not connected with the problem of developing Mangalore Port either as an All-Weather Port or as a Major Port. This is a requirement, independent of those problems and is a consequence of the anxiety of the trade and industry to develop the Port, as it is in justification of the large trade that it now holds both by weight and by value.

We enclose herewith the copies of our previous representations on the subject as aid-de-memoire.

We request that this proposal of ours may now be fulfilled.

Thanking you,

Yours faithfully,
For THE KANARA CHAMBER OF COMMERCE
Dr. Malya
Hon. Secretary.
24/10

Copy to:-

(1) The Hon'ble Shri N.Gopalaswami Ayyangar, Minister for Transport & Railways, Government of India & Chairman, National Harbour Board, New Delhi.

(2) The Hon'ble Shri K.Santhanam, Minister of State for Transport & Railways, Government of India & Vice-Chairman, National Harbour Board, New Delhi.

From The Kanara Chamber of Commerce, Mangalore to The Hon'ble Sri M.Bhaktavatsalam, Minister for Public Works, Government of Madras - TELEGRAM dated 22-10-1951.

" HONOURABLE BHAKTAVATSALAM MINISTER MADRAS:

UNDERSTAND	NATIONAL	HARBOUR	BOARD	MEETING
NOVEMBER	SECOND	PRAY	YOU	WILL
URGE	FORMATION	OF PORT	TRUST	FOR
MANGALORE	(.)	MATTER	PENDING	SINCE
LONG TIME				
			KANARA	CHAMBER"

/True copy/

For The ... Government

24/10

D/24-10-1951.

Post Copy in confirmation, to: The Hon'ble Sri M.Bhaktavatsalam Minister for Public Works, Government of Madras, Fort St. George, Madras.

From Sri V.S.Kudva, President, The Kanara Chamber of Commerce, Mangalore, to the Hon'ble Sri M.Bhaktavatsalam, Minister for Public Works, Government of Madras, LETTER DATED 5-5-1948.

Adverting to our conversation in Bombay on the subject of a Port Trust for Mangalore, I am enclosing a copy of the Tuticorin Port Trust Act, suitably amended in pencil for your ready reference. This will be sufficient for our purpose.

As you are doubtless aware, the present arrangements at Mangalore Port are that dues paid by ships(Port Dues)are credited to the Madras Minor Ports Fund and dues paid by merchants on cargo(Landing and Shipping Dues)are credited to the landing and shipping fund. The Minor Ports Fund is utilised for payment of salaries of the staff of the Port and the balance in the landing and shipping fund is spent on the up-keep of the Port- dredging, repairs to quays etc. The Presidency Port Officer is the over-riding authority, below the Government for both funds. A local authority known as the Port Conservancy Board however, prepares the Budget for the Landing and Shipping Fund. It can pass expenditure upto Rs. 500/- on any item already included in the Budget, but has to refer all expenditure in excess of this sum to the Presidency Port Officer. The Presidency Port Officer can authorise expenditure upto Rs. 5,000/- on any item already included in the Budget but must have Government Sanction for expenditure in excess of Rs. 5,000/-

Whilst this system may work satisfactorily in the case of the average Minor Port, it tends to lag progress at a large and steadily growing port like Mangalore. Section 33 of the Tuticorin Port Trust Act details the works to be carried out at a large Port. They include the provision of Quays, roads railways, cranes and warehouses, the excavating of basins and the reclamation of land. Large sums will necessarily have to be spent on such undertakings and the Port Authority should have power to pass expenditure upto at least Rs.25,000 on items included in the Budget. Provision for such discretionary power is contained in Section 82 of the Act.

The Port Authority, as constituted by the Act, will have direct access to Government. Much time can thereby be saved between the working out of plans by the Board and the obtaining of sanction from the Government.

The Board will have authority to increase rates in order to meet increased expenditure. Sections 4 to 47. This means that a properly thoughtout scheme of development can be put into effect in stages.

The Board will have authority to borrow money for purposes of development, see Sections 67 to 78. It is expected, of course that when a Port Trust is set up for Mangalore, a fair proportion of the existing balances in the Minor Ports Fund will be transferred to the Board. The ability to raise loans will nevertheless, be of immense value to the Board.

The Board will be able to employ the necessary staff to carry out a programme of development. I need not stress the vital need for adequate and properly qualified staff at a Port which so far, has not even been thoroughly surveyed.

In conclusion, please permit me on behalf of the Chamber and the people of Mangalore, to thank you for the very great interest you are evincing in our Port. The Committee of Ports will be here on the 16th and 17th and we hope, soon thereafter to be able to invite you to the formal opening of Mangalore as a Major Port.

(True copy)

Pr
No

From Sri V.C.Kudva, President, The Kanara Chamber of Commerce, Mangalore to the Hon'ble Sri M.Bhaktavatsalam, Minister for Public Works, Government of Madras, EXTRACT FROM THE LETTER DATED 28-9-1948.

NEED FOR A PORT TRUST AT MANGALORE: I fully realise that the work involved in carrying out the scheme proposed by the Chamber will be heavy, that it will require careful planning and constant supervision and that it will impose a strain on the present Port Staff. For these reasons, I once again urge upon you the necessity for setting up a Port Trust at Mangalore. The Port Trust will be in a position to take on additional staff, to plan the entire programme in all its details and to exercise daily supervision over the work. A full-time Chairman will be able to relieve the Port Officer of his administrative duties, whilst the addition of a qualified Engineer to the Staff will guarantee efficient attention to machinery. As explained in the Chamber's memorandum, the additional income to the Port from the enhanced Landing and Shipping dues will amount to nearly Rs. 1 lakh a year on the basis of the present trade of the Port. Dredging costs are now about Rs. 50,000 a year. Allowing another Rs.50,000 a year for the extra dredging that will fall to be done after 1949(the Lord Willingdon could clear the annual deposit of silt in a month), there will still be Rs. 50,000 left for staff. And this does not take into account the increase in traffic that is bound to come from the contemplated improvements to the Port.

I once again request you to assist us by placing these matters before the Central Government and obtaining their early agreement to these proposals.

(True copy)

III. EXTRACT FROM THE MEMORANDUM DATED 16-9-1949, presented by Sri V.C.Kudva, President, The Kanara Chamber of Commerce, Mangalore, to the Hon'ble Sri M.Bhaktavatsalam, Minister for Public Works, Government of Madras, during the latter's visit to the Chamber.

PORT TRUST FOR MANGALORE PORT: A long time back we placed this proposal before you, Sir, and you gave us a very sympathetic hearing. We are not aware to what extent this has progressed. Considering that the report of the W.C.M.P.Development Committee has been adverse to Mangalore and that even if Government's decision should become favourable, the construction may not be taken up in the immediate future, considering also that the Committee promised us to recommend this Port to be developed immediately as an All-Weather Port, a Port Trust becomes an immediate necessity and we request you to kindly put through necessary legislation for the purpose.

(True copy)

IV. From Sri V.C.Kudva, President, The Kanara Chamber of Commerce, Mangalore to the Hon'ble Sri N.Gopalaswami Ayyangar, Minister for Transport & Railways, Government of India, New Delhi - EXTRACT FROM A MEMORANDUM DATED 15-2-1950:-

---

A PORT TRUST FOR MANGALORE: The Port is now administered by the

Port Officer under the control of the Presideney Port Officer, Madras and advised by a Port Conservancy Board. The Port, though its traffic is increasing spontaneously, is not able to develop properly because of limited powers of the Port Conservancy Board. We have addressed the Government of Madras requesting the Government to bring forward necessary legislation for the establishment of a Port Trust. e enclose a copy of our said representation and request that early steps may be taken to establish a Port Trust for this Port.

(True copy)

Office of the
Kanara Chamber of Commerce,
Mangalore, D/24--10--1951.

HON.SECRETARY.

THE KANARA CHAMBER OF COMMERCE

Telegrams:"CHAMBER"
Telephone: 128

P.O.Box No.116,
Bunder,Mangalore,
D/31-1-1951.

A NOTE ON THE SUBJECT OF FORMATION OF A PORT TRUST FOR MANGALORE(MADRAS STATE)

The question of the setting up of a Port Trust for Mangalore must be viewed from the stand-point of self-sufficiency. So for as the administration of Ports is concerned, the three criteria to be borne in mind when deciding whether or not the body responsible for the conservancy of a particular Port should be given wider powers are, firstly, sufficiency of traffic, secondly, sufficiency of funds and thirdly, a sufficieney of public-spirited and energetic men to serve on the administrative body. We take up and consider each of these criteria as they apply to Mangalore.

1. TRAFFIC:- The inward and outward traffic of the Port of Mangalore stands to-day(1949-50)at the impressive total of 3,26,000 tons, far and away the highest of any Minor Port. Over 3,000 sailing vessels and about 70 steamers call&at the Port during the eight months of the year when it was open to traffic --the Port is closed during the S.W.Monsoon as the anchorage for steamers is 2 miles out in the open sea and as the bar of the Netravati is impassable to sailing vessels during the rains. Comparative figures of traffic are 1,84,000 tons in 1946-47; 2,15,000 tons in 1947-48; and 2,66,000 tons in 1948-49. These figures speak for themselves.

2. FUNDS:- The income and expenditure of the Port for the past four years are given below:-

Year	Income	Expenditure
1946-47	Rs. 1,08,000	Rs. 91,000.
1947-48	Rs. 1,20,000	Rs. 1, 10,000. Includes Rs.12,000 for cost of Naval Base.
1948-49	Rs. 1,62,000	Rs. 1, 18,000.
1949-50	Rs. 1,74,000	Rs. 2, 28,000. Includes Rs.51,000 for cost of a Tug.
1950-51) Estimated)	Rs. 2,18,000	Rs. 1, 97,000. Includes Rs.8,000 for boiler and Rs.17,000 for new engines.

Actual to 31-12-50	Rs. 1,15,000	Rs. 1,02,000.
Cash Balance on 1-1-1951:		Rs. 94,000.(exclusive of Rs.81,000 in securities).

The figures for Income do not include port dues paid by vessels using the Port. They are credited to the Madras Minor Ports Fund and amount to Rs. 45,000 a year.

The dues levied on cargo etc., at Mangalore have recently been raised, but are still below those levied at Tuticorin or Cochin. There is thus a reserve of taxable capacity which can be drawn upon as the need arises and, of course, as further facilities are provided at the Port.

3. MEMBERSHIP OF THE TRUST:- Unlike most other towns of importance, Mangalore has always had to rely for its development upon the hard work and ingenuity of its native sons. No royal favour was ever bestowed upon the town or its people from the days of Parasurama to those of the Sultans of Mysore and even the British successors to the Sultan Tippu showed their indifference to Mangalore by denying it port facilities because it had no Railway and then refusing it a Railway as it had no Port ! Even when a railway connection was at long last vouchsafed the town, this was given in the wrong direction towards Malabar instead of, as had been asked, towards the natural hinterland of Mysore. If despite all this neglect on the part of Authority, the town has grown steadily over a period of two thousand years until to-day, it is a City of 1,25,000 souls, a seat of culture and a hive of industry, it must surely be because of the spirit and toil of its children; The stock that raised a lair of pirates to the proud position it holds to-day, can be depended upon to provide a suitable men to safeguard the interests of the Port.

The Kanara Chamber of Commerce, Mangalore has pressed for the formation of a Port Trust for Mangalore and the Government of Madras has considered the matter as of sufficient importance to be placed before the National Harbour Board, at its next meeting.

We have no doubt at all that the Government of Madras will have prepared a very good case and that the members of the National Harbour Board will give it proper attention. We will confine ourselves here to pointing out that our case is based on two premises. The first is that a rapidly-growing port, such as Mangalore is, requires detailed attention to its problems and needs. This is all the more necessary because of the plans now being considered for the development of the Backwaters at Mangalore into an All-Weather Port for coastal traffic. A Port Conservancy Board with limited powers, which has to approach the Government through the Presidency Port Officer at Madras, can do little or nothing, whereas a Port Trust with ample powers and direct access to Government will have only itself to blame if it fails to do its duty.

The second premises on which we base our claim for a Port Trust is the impossibility for the Presidency Port Officer who has charge of a large number of Minor Ports, to give his undivided attention to the proper development of Mangalore. A Port Trust has by its constitution, full powers as the Presidency Port Officer now possesses, as well as authority to float loans for meeting capital expenditure. Its Chairman, or Secretary is a full-time official with the time and the authority to exercise proper control and to give full attention to the needs of the Port in his charge. Such a Trust and such a Chairman or Secretary is wanted at Mangalore.

Sd. .....
HON.SECRETARY.

(True copy)

For THE KANARA CHAMBER OF COMMERCE

Hon. Secretary.

24/10

D/24-10-1951.

THE KANARA CHAMBER OF COMMERCE,

P. O. BOX NO. 116, MANGALORE-1 (S. INDIA)

TELEGRAMS: "CHAMBER"
TELEPHONE: 128

Date 24th October, 1951.

SECRETARY TO GOVERNMENT 27 OCT 1951 PUBLIC

PUBLIC WORKS DEPARTMENT 31 OCT 1951

The Hon'ble Sri M.Bhaktavatsalam B.A.,B.L.,
Minister for Public Works,
Government of Madras,
Fort St.George,
MADRAS.

92881

Sir,

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***

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We request that this proposal of ours may now be fulfilled.

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For THE KANARA CHAMBER OF COMMERCE,

Hon. Secretary.

24/10

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From The Kanara Chamber of Commerce, Mangalore to The Hon'ble Sri M.Bhaktavatsalam, Minister for Public Works, Government of Madras- TELEGRAM dated 22-10-1951.

" HONOURABLE BHAKTAVATSALAM MINISTER MADRAS:

UNDERSTAND	NATIONAL	HARBOUR	BOARD	MEETING
NOVEMBER	SECOND	PRAY	YOU	WILL
URGE	FORMATION	OF PORT	TRUST	FOR
MANGALORE	(.)	MATTER	PENDING	SINCE
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			KANARA	CHAMBER"

/True copy/

FOR THE KANARA CHAMBER OF COMMERCE.

Hon. Secretary.

D/24-10-1951.

Post Copy in confirmation,to: The Hon'ble Sri M.Bhaktavatsalam, Minister for Public Works, Government of Madras, Fort St. George, Madras.

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(True copy)

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(True copy)

Office of the
Kanara Chamber of Commerce,
Mangalore, D/24--10--1951.

HON.SECRETARY.

THE KANARA CHAMBER OF COMMERCE

Telegrams:"CHAMBER"
Telephone: 128

P.O.Box No.116,
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A NOTE ON THE SUBJECT OF FORMATION OF A PORT TRUST FOR MANGALORE(MADRAS STATE)

The question of the setting up of a Port Trust for Mangalore must be viewed from the stand-point of self-sufficiency. So far as the administration of Ports is concerned, the three criteria to be borne in mind when deciding whether or not the body responsible for the conservancy of a particular Port should be given wider powers are, firstly, sufficiency of traffic, secondly, sufficiency of funds and thirdly, a sufficiency of public-spirited and energetic men to serve on the administrative body. We take up and consider each of these criteria as they apply to Mangalore.

1. TRAFFIC:- The inward and outward traffic of the Port of Mangalore stands to-day(1949-50)at the impressive total of 3,26,000 tons, far and away the highest of any Minor Port. Over 3,600 sailing vessels and about 70 steamers calledat the Port during the eight months of the year when it was open to traffic --the Port is closed during the S.W.Monsoon as the anchorage for steamers is 2 miles out in the open sea and as the bar of the Netravati is impassable to sailing vessels during the rains. Comparative figures of traffic are 1,84,000 tons in 1946-47; 2,15,000 tons in 1947-48; and 2,66,000 tons in 1948-49. These figures speak for themselves.

2. FUNDS:- The income and expenditure of the Port for the past four years are given below:-

Year	Income	Expenditure
1946-47	Rs. 1,08,000	Rs. 91,000.
1947-48	Rs. 1,10,000	Rs. 1, 10,000. Includes Rs.12,000 for cost of Naval Base.
1948-49	Rs. 1,62,000	Rs. 1, 18,000.
1949-50	Rs. 1,74,000	Rs. 2, 28,000. Includes Rs.51,000 for cost of a Tug.
1950-51) Estimated)	Rs. 2,18,000	Rs. 1, 97,000. Includes Rs.8,000 for boiler and Rs.17,000 for new engines.

Actual to) 31-12-50)	Rs. 1,15,000	Rs. 1,02,000.
Cash Balance on 1-1-1951:		Rs. 94,000.(exclusive of Rs.81,000 in securities).

The figures for Income do not include port dues paid by vessels using the Port. They are credited to the Madras Minor Ports Fund and amount to Rs. 45,000 a year.

The dues levied on cargo etc., at Mangalore have recently been raised, but are still below those levied at Tuticorin or Cochin. There is thus a reserve of taxable capacity which can be drawn upon as the need arises and, of course, as further facilities are provided at the Port.

3. MEMBERSHIP OF THE TRUST:- Unlike most other towns of importance, Mangalore has always had to rely for its development upon the hard work and ingenuity of its native sons. No royal favour was ever bestowed upon the town or its people from the days of Parasurama to those of the Sultans of Mysore and even the British successors to the Sultan Tippu showed their indifference to Mangalore by denying it port facilities because it had no Railway and then refusing it a Railway as it had no Port ! Even when a railway connection was at long last vouchsafed the town, this was given in the wrong direction towards Malabar instead of, as had been asked, towards the natural hinterland of Mysore. If despite all this neglect on the part of Authority, the town has grown steadily over a period of two thousand years until to-day, it is a City of 1,25,000 souls, a seat of culture and a hive of industry, it must surely be because of the spirit and toil of its children! The stock that raised a lair of pirates to the proud position it holds to-day, can be depended upon to provide suitable men to safeguard the interests of the Port.

The Kanara Chamber of Commerce, Mangalore has pressed for the formation of a Port Trust for Mangalore and the Government of Madras has considered the matter as of sufficient importance to be placed before the National Harbour Board, at its next meeting.

We have no doubt at all that the Government of Madras will have prepared a very good case and that the members of the National Harbour Board will give it proper attention. We will confine ourselves here to pointing out that our case is based on two premises. The first is that a rapidly-growing port, such as Mangalore is, requires detailed attention to its problems and needs. This is all the more necessary because of the plans now being considered for the development of the Backwaters at Mangalore into an All-Weather Port for coastal traffic. A Port Conservancy Board with limited powers, which has to approach the Government through the Presidency Port Officer at Madras, can do little or nothing, whereas a Port Trust with ample powers and direct access to Government will have only itself to blame if it fails to do its duty.

The second premises on which we base our claim for a Port Trust is the impossibility for the Presidency Port Officer who has charge of a large number of Minor Ports, to give his undivided attention to the proper development of Mangalore. A Port Trust has by its constitution, full powers as the Presidency Port Officer now possesses, as well as authority to float loans for meeting capital expenditure. Its Chairman, or Secretary is a full-time official with the time and the authority to exercise proper control and to give full attention to the needs of the Port in his charge. Such a Trust and such a Chairman or Secretary is wanted at Mangalore.

Sd. .....
HON.SECRETARY.

(True copy)

For THE KANARA CHAMBER OF COMMERCE.

D/24-10-1951.

Hon. Secretary.

P.W.D.(F-1).

Sub:- PORTS - Mangalore - Formation of Port Trust - Proposals.

To A.S.

(E) In the letter on pp.85-86 c.f. of G.O. No. 2418, P.W., dated 11-6-1951, this Govt. forwarded a memorandum prepared by the P.P.O. on the proposed formation of a Port Trust at the Port of Mangalore and requested the Govt. of India to place it at the meeting of the 2nd meeting of the National Harbour Board. The Officer on Spl. Duty (Minor Ports) appointed by the Govt. of India in pursuance of the recommendations of the first meeting of the National Harbour Board has gone into this question and has recommended that a Port Trust might be framed at the port vide extract below/(G).

2. The Govt. of India have intimated that the second meeting of the National Harbour Board would be held ~~early in October~~ on the 1st November 1951, and they have included the report of the Officer on Spl. Duty in the Agenda for the meeting. The P.P.O. who was asked to offer his remarks on the report of the Officer on Spl. Duty (Minor Ports) has not stated anything regarding this.

Submitted for orders whether this question may be taken up with the Govt. of India after the recommendation of the National Harbour Board are known.

15.10.57 15.10.57

'A' above is for appl.

16/10/57

P.Z. 17/10/57

19.10.57

Ptc From the Kanara Chamber of Commerce Telegram dt. 22.10.1957.

To A.S.

The telegram from the Kanara Chamber of Commerce the minute ~~A.M.(R.W.)~~ and the

40994-F/51.

Secretary on p 1 c/f may be perused. It is subd that the subject "munai ports" is a concurrent subject and according to the Proceedings of the First National Harbour Board meeting, the subject has to be placed before the Bd As regards the minute of HM (PW) it is submitted that the Officer on Spl. Duty (Munai Ports) has recommended the formation of a Port Trust at Mangalore, and has suggested that this Govt might take up the necessary legislation with the concurrence of the Central Govt. It is however seen from the memorandum sent by the GOI that they have suggested the post-ponement of the question. As the decision on the question creating a major port between Cochin and Mormugao might take decades, Secretary has noted that the question should be pressed in the meeting of the National Harbour Board.

The file may be circulated to HM (PW)

24.10.51 24/10/51

The file relating to the meeting of the National Harbour Board has been already circulated to HM (PW). With ref: to HM's query on the telegram below, this may be sent to HM for perusal of 'X' above

24/10/51

24/10/51

HM (PW) 25.10.

(15)

C/o 24 | X
R. 25 | x

SECRETARY TO GOVERNMENT
25 OCT 1951
PUBLIC WORKS DEPARTMENT

To HS

The notes on pgs 1-2 ante may be perused. The Proceedings of the National Harbour Board may be awaited before taking further action in this file.

25.10.57 25/10/57

26/10/57 (for HL)

27.10.57.

From the S.P.O. No 3673 C1/57 - dt 26.10.57

To HS

The copy of the resolution of the P.C. Board Mangalore re. the formation of the Port Trust at Mangalore forwarded by the P.P.C. ~~No 3567~~ may be perused. No action is necessary in view of the fact that it has been decided to press for the case in the 2nd meeting of the National Harbour Board.

27.10.57 27/10/57

31/10/57

From the Kanara Chamber of Commerce, Mangalore, letter dt. 24.10.1957.

To HS

The letter from the Kanara Chamber of Commerce, Mangalore with its enclosures at pgs 7-23 CF, and the minute of HM(PW) at pg 5 CF may be perused. In the main file relating to the 2nd meeting of the National Harbour Board to be held on 2nd Nov. 1957, it has been proposed to press the question of formation of Port Trust at Mangalore. ~~In the file~~ No separate action is necessary in this file.

90994 F/m

The file may be circulated to HM (PW)
The main file is already with him.

31.10.57 31.10.57

3/11/57

31.10.57

(16) cir 31/+

HM (PW)

31.10

To AS

The ~~orders~~ above may be perused. The recommendations of the National Harbour Board may be awaited before taking further action in this file.

1.11.57 1/11/57

2/11/57

SECRETARY TO GOVERNMENT
1 - NOV 1951
PUBLIC WORKS DEPARTMENT

DEPUTY SECRETARY TO GOVERNMENT
1 - NOV 1951
PUBLIC WORKS DEPARTMENT

Extract from the minutes of HM (PW) in the file relating to the 2nd meeting of the National Harbour Bd.

× ×

The proposal to have out a Port Trust for Mangalore has been approved by the National Harbour Board. Necessary action may be taken to implement the decision. I think legislation will be necessary. A bill may be drafted, which may come up before the next meeting of the Legislature in February or March next.

M. B
4.11.1957

To AS.

The papers may now be recorded in a G.O. for facility of reference. Extracts of the minutes of Sty.(PW) at A on p 4 ante have been taken for separate action.

9.11.57 9.11.57

9/11/57

Hindustan
~~G.O.No.4575~~ 9.11.57
PORTS - Mangalore.
Formation of Port Trust
Papers recorded

Extract from the Report of the Officer on Spl. Duty (Minor Ports) regarding the formation of a Port Trust at Mangalore.

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xx xx xx

SUGGESTIONS REGARDING ADMINISTRATION.

x x x

The formation of a Port Trust at Tuticorin under the aegis of the State Govt. has been a great success, but the extension of this system to other places is not practicable or advantageous at present, except in the case of Mangalore. The formation of a Port Trust for Mangalore on the lines of the Tuticorin Port Trust is favoured by the Madras State and having examined the position, I agree that the Madras State may proceed to do so and take up the necessary legislation with the concurrence of the Central Govt. Mangalore is a very well-developed place with a highly responsible business, industrial and commercial community, who are prepared and competent to shoulder the responsibilities of a Port Trust. For sometime, however, the Madras Govt. would have to permit its senior, technical and engineering officers to advise the new Trust Board when formed. The new Trust Board should also be enabled to start without handicaps, financial or otherwise. The cost of investigations now entrusted to the Poona Hydraulic Research Station should not also be made a burden on the new Port Trust. Thus, it is suggested that with the exception of Tuticorin and Mangalore, all other Minor Ports should continue to be administered by the respective State Govts.

(iv) Formation of a Port Trust- I have recommended in Part I of my Report that the request of the Mangalore merchants and public for a Port Trust to be formed at Mangalore may be agreed to. The success of the Port Trust at Tuticorin has encouraged the growth of such idea at Mangalore, the next more important port of the Madras State.

From the point of view of traffic and finances steady improvement is noticed in the postwar period

The disadvantages of separation from the Madras Ports Organisation are mainly with regard to Mechanical and Civil Engineering assistance and also advice and superintendence at higher level i.e. the Principal Port Officer. On the other hand, these advantages are off-set by the disadvantages of remote control and the various limitations of such centralised control.

After considering the pros and cons, I am inclined to think that it would be advantageous to form a port Trust for Mangalore and give the Mangalore people an opportunity to develop their own Port through their own resources and loans. The most encouraging factor is that the Mangalore public are enterprising and enthusiastic over the proposal and can be trusted to make the Port Trust a success. They are prepared to tax themselves by raising the landing and shipping and other charges according to needs. For sometime to come they will have to continue to depend on the Principal Port Officer's staff for technical assistance and there seems to be no objection to provide this if necessary on payment.

The Port Trust if agreed upon should be launched on an even keel without any encumbrances on the one hand or provision of a share of the Madras Minor Ports Fund on the other. The Madras Minor Ports Funds should however retain liability for the cost of shifting the lighthouse and the initial dredging as well as the cost of the present investigations at Poona.

As regards the executive side it should be possible for the Government of Madras to lend one of their Port Officers on a tenure basis to work as Port Officer and Secretary to Port Trust, Mangalore on the same lines and terms as at Tuticorin. Similarly it should be possible for the future Port Officer of Mangalore to continue to be in charge of Minor Ports of South Canara for and on behalf of the Principal Port Officer, Madras again on the analogy of the Port Officer, Tuticorin.

True Extract/